

## SALVAGE FOR INTER-ISLAND

(From Wednesday's Advertiser.)

Six thousand dollars is the sum which Judge Dole has allowed the Inter-Island Steam Navigation Company for salvaging the Japanese freighter Chiusa Maru, which grounded here in the early morning of November 3, 1906. The decision of the court was read the other day. Along with the sum of \$6000 which the Toyo Kisen Kaisha Company, owners of the vessel, will have to pay, the costs of court, which will not be inconsiderable, were assessed against them.

Not the least interesting feature of the case lies in the fact that the Chiusa Maru ran into a storm about seven months ago and was foundered off the coast of China. She is now lying at the bottom of the sea. It is a case of "paying for a dead horse" with the Toyo Kisen Kaisha Company.

The Chiusa Maru, in approaching the harbor of Honolulu from Kobe, Japan, grounded her bow a little southeast of the entrance to the harbor. The Inter-Island boat Ke Au Hou, coming from Kauai, offered its services, which were accepted on the understanding that the compensation should be arranged afterwards. A hawser was taken out to the Ke Au Hou and she began to pull dead astern.

A short time later, the Kinu, coming into the harbor from Hawaii, landed her passengers and returned to the assistance of the stranded vessel. The two Inter-Island boats kept up the train on their hawsers from early morning until shortly after one o'clock in the afternoon, when the Maru floated off. The United States revenue cutter Manning also assisted (for a short time) in pulling the Japanese freighter.

The Inter-Island Steam Navigation Company brought a libel for salvage in the sum of \$10,000, alleging that the value of the Chiusa Maru was \$150,000, her cargo \$65,000, and that freight money was earned in the sum of \$5000. It was also alleged in the libel that the Kinu, valued at \$200,000, and the Ke Au Hou, stated to be worth \$45,000, were in great peril during the time they were salvaging the vessel owing to the heavy swell that was running shoreward.

In rendering his decision, Judge Dole takes occasion to give high praise to the masters of the Inter-Island boats, saying as follows: "The conduct of the masters of the Ke Au Hou and Kinu was highly creditable and stands in marked contrast to that of the master of the Fearless, which arrived first at the ground and who declined to do anything without the promise of \$20,000 salvage—conduct most discreditable in view of his attempt to take advantage of a ship in distress, and most unbusinesslike because no court of admiralty would sustain an unconscionable contract forced on a ship under such circumstances."

Judge Dole also commended the practice of bringing the crews into the operations for salvage compensation. He stated as his belief that they deserved extra compensation and therefore the award was made to include in benefits a reasonable proportion to the masters and crews of said steamers, Ke Au Hou and Kinu, and other vessels of the Inter-Island Steam Navigation Company, Ltd., according to the value of their services and the danger and hardships to which they were respectively exposed in the salvage operations.

**HOLLOWAY REAPPOINTED.**  
E. S. Holloway has been reappointed executive officer of the Board of Agriculture and Forestry by Acting Governor Mott-Smith. Holloway sent his resignation some time ago, but it prevailed upon to continue.

## MOTHERS

should know. The troubles with children of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. Some of them are passing through the mysterious changes which lead to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such cases is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of **AMPOLE'S PREPARATION** and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the curative properties of pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Command Syrup of Hypophosphates and the Extracts of Malt and Wild Cherry. Search the old over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and cheer into thousands of broken homes. The Abigail Bergarten says: "Your preparation is a sure cure for the most violent cold, if properly taken. In treating children, it proved in many cases under observation a sure prevention of the progress of pulmonary affections, and has in every case a stay of that dreadful disease." It will not disappoint. Sold by all chemists here.

## PRIZEFIGHTER IS INDICTED

Antone Silva, who is commonly known as the "Punchbowl Demon," a prizefighter of some local fame, was indicted by the Federal Grand Jury yesterday afternoon, and was immediately placed under arrest on a bench warrant. The charge against Silva is smuggling.

For several months previous to the time Silva was first apprehended, the customs officials were convinced that smuggling from the ships arriving here from the Orient was going on. Finally Silva was caught in the act by Inspector Dick Young. He had gone on board the ship, one of the Pacific Mail line, apparently looking for work as a stevedore, where he was given a quantity of peculiar Chinese liquor. This was dropped over the stern of the liner into a small boat, in which the stuff was taken over to the Inter-Island wharf.

Here it was that Inspector Young caught the alleged smuggler and took him, as well as one other companion, into custody. Later developments showed that the companion of Silva in his illegal enterprise had been forced to assist in the work through threats of dire things made by the latter. He was a recent arrival, knowing but little of the ways and customs of the country, and, on account of the showing he made in the preliminary examination, was allowed to go free.

United States District Attorney Breckons is convinced that Silva is one of the ringleaders of an organized gang of smugglers. According to the officials, they have probably discontinued the perilous work until Silva's fate is determined. Evidence in the case of the expugnant pointed to the fact that most of the goods smuggled into the country was sold to the Chinese. It was also shown beyond any doubt that Silva had confederates on board the ship.

The indictment of Silva was the only one brought in by the Grand Jury yesterday afternoon. It is probable that the inquisitorial body will meet this morning and again bring in a partial report.

## SICILY CALAMITY WILL SEND TOURISTS HERE

One effect of the great calamity which has befallen Italy will be that many American tourists who make the Mediterranean trips nearly every winter will this year stay out of the danger zone and many of them will probably take their trips either to Hawaii, Florida or Southern California. If there were ships enough to carry them, the tourists who would come here during the next few months would be very, very many more than Hawaii has ever before had.

This is the opinion of H. P. Wood, secretary of the Promotion Committee, who keeps in touch with the tourist movements on the mainland and speaks from knowledge. "The winter of the San Francisco earthquake, Hawaii suffered, many people being afraid to stop over in that city long enough to take the steamer for Honolulu. Now, in the same way, many tourists will be afraid to go to Southern Europe, but will seek some other winter resort. Florida will get many, Southern California should get many and Hawaii, if we had the steamship service, would certainly get many. "We are now prominently before the world. The mentions we have received in Congress, the naval and military movements, the attention being given now generally to the Pacific, all these things have advertised us. We will get the people, as many as we can accommodate with the steamship service we have."

## ANOTHER IMPORTER OF WOMEN ARRESTED

The Federal grand jury was in session all day yesterday, and the present prospects are that United States District Attorney Breckons will keep the members busy for the rest of this week. Yesterday morning Ishibashi, whom the authorities have been after for two weeks past in connection with the importation of women cases, was found and haled into duance vile. The investigations into these cases have already brought out the fact that there was a well-defined plot among a large number of Japanese to always keep the number of women up to a certain standard.

## W. O. Smith to Mayor Fern

Editor Advertiser.—It is a great pity that Mayor Fern is taking the course which he has so far pursued.

The voters of the county elected six Republican Supervisors and one Democrat; and a Democrat for Mayor. The Mayor, acting under dangerous advice, has attempted to control the county government without regard to the judgment or control of the Board of Supervisors. He can not obtain control by following the course thus far mapped out for him; but if he continues along the lines which he has so far been persuaded to pursue, he will do much to injure the development of popular government in Hawaii and injure the native Hawaiians.

Mayor Fern can yet do himself credit and do much for his own people if he will follow his own good judgment and seek the advice of those who desire the best good of Hawaii and the Hawaiian people.

WILLIAM O. SMITH.  
January 6, 1909.

## BUSY TIMES ARE COMING SOON AT PEARL HARBOR

After the arrival of the Pacific Mail steamship Siberia from San Francisco on January 15, there will be a general movement toward Pearl Harbor of dredging men, contractors, and naval officials, and the millions of dollars appropriated for the development of the naval base will be drawn upon for actual work. Aboard the Siberia will be Walter F. Dillingham of the Hawaiian Dredging Company, to which was awarded the contract for the dredging of Pearl Harbor's channel and the approaches to the sites for the drydocks, wharves, etc.

Local representatives of the Hawaiian Dredging Company have received very little detailed information from Mr. Dillingham as to his plans for conducting the work, but they are of the opinion that as the United States government is in such a hurry that the contractor will lose no time in starting.

It is understood that Mr. Dillingham and George Denison of the Oahu Railway Company have acquired the best and most modern dredging paraphernalia, and this will be put on the outside work—that is, for the outer channel and entrance to the channel. This task will be the most difficult part of the contract, as the dredgers will be exposed to all sorts of weather, including possible konas, heavy swells and steady trade winds. The material dredged out will be difficult to transport to the locality approved as a dumping ground. The contractors who did the first dredging job on the channel entrance failed to accomplish the work, and after considerable loss, Walter Dillingham took hold and completed the job satisfactorily. It is understood, also, that Walter Dillingham will personally look after the outer dredging.

The inner dredging will be easier, and although considerable blasting may have to be done, the entire inner work will be no more difficult than the Honolulu contract just finished by the Hawaiian Dredging Company, which was completed in half the allotted time allowed by the government.

The Oahu railway is now in direct rail communication with the naval

reservation, having completed a 700-foot spur from its main track beyond Puuloa to the reservation edge, or where the main entrance to the Pearl Harbor reservation has been located. This will enable the Hawaiian Dredging Company to land its materials and supplies and equipment close to its own working localities.

Local contractors have been in consultation recently with Captain Parks, engineer officer at the naval station, to ascertain the navy's requirements as to materials for the drydock, wharves, seawalls, etc. The specifications for many of the utilities at Pearl Harbor are out and in the hands of local contractors, and the sites for wharves and seawalls have been definitely chosen. The contractors want to know just how much local material can be used, so that they may have a proper understanding in making bids. In a former time the contractors presented bids for naval work and then found out that the navy people wanted materials which would have to be procured in Pennsylvania or Michigan, an impossibility to them according to the bids they had made. It is likely that much of the local material will be permitted in construction work at the naval station.

The proposed spur from the Wahiawa railway track to the cavalry cantonment at Leilehua may not be built yet awhile. The railroad company has made its offers and even gone more than half way, but the army people, under present conditions, are unable to make any arrangements, and the hauling of materials will have to be done by teams. Had it been possible for the army people to make arrangements for the spur, the road would have been built in a very short time and the long delays attendant upon teaming would have been avoided and the work expedited. However, the spur will be built, but later on.

Several hundred men are engaged on the cavalry cantonment, and it is expected that the temporary buildings will be in readiness when the Fifth Cavalry troops and mounts arrive next week.

## NON-DUTIABLE ISLAND SUGAR

The Philadelphia North American says:

Plans of the American Sugar Refining Company for again making the Franklin raw sugar warehouse a bonded warehouse are taken as a plain indication that more of the trust's dutiable sugar, now on its way from Java, will be ordered to this city. It is now virtually certain that this building will remain bonded for an indefinite period, certainly for several months.

Chester W. Hill, collector of the port, when asked yesterday whether the present arrangement will not stay in force until next spring, at least, replied: "I think it will continue for several months to come."

When, two weeks ago, the trust radically changed its policy in the matter of bringing in dutiable Java sugar, and within a week's time ordered here three cargoes, amounting to 20,000 tons, on which duties amounting to \$700,000 will be paid, it was at first thought that this might be merely the result of heavy arrivals at the Breakwater.

However, as the trust subsequently ordered a cargo of non-dutiable Hawaiian sugar to New York, it was regarded as important proof that the protest which has been raised over the treatment of the port by the trust, and over the discrimination involved in "accessorial allowances" by the railroads in the port of New York, had borne fruit.

The arrangements now made are conclusive. It has been many months since the Franklin raw sugar warehouse was bonded. It has been used, of course, for Hawaiian sugar, but as this is non-dutiable, bonding was not necessary.

Several days ago, however, the trust declared its intention of bonding the sugar there, its bond was sent to Washington and approved and a storekeeper was placed in charge by the government. It is now certain that dutiable sugar will be in the warehouse throughout the winter, at least, and that, therefore, the government storekeeper will be in charge until spring. There are now on the way from Java more than a dozen cargoes of sugar, and it is believed that several of these ships will come up the Delaware in the wake of the three Java ships that have already come here to unload.

Among representatives of the commercial interests, it is maintained that, if no other good had come from the fight which has been waged against the allowance system in New York harbor, the reversal of the trust's policy toward Philadelphia in the matter of dutiable sugar would have been a substantial victory.

No one factor has operated so strongly to deprive Philadelphia of its place as second port in the volume of duties collected as the loss of dutiable sugar.

A single cargo of Java sugar pays duties of almost a quarter of a million dollars, and the diversion of this dutiable sugar to New York, while the non-dutiable Hawaiian sugar has been concentrated here, has cut heavily into customs receipts of the port.

However, the Philadelphia trades bodies do not lose sight of the fact that in the fight in which they are engaged, the question of dutiable sugar is of secondary importance. The main issue from the beginning has been the "allowances" made by New York trunk lines to sugar refiners in New York, amounting to 6-15 cents a 100, out of the freight rate.

When it has been testified that a difference of even half a cent a 100 will divert the sugar business from one locality to another, it is comprehended how easily rebates sufficient to deprive Philadelphia of its sugar industry may be bound up in such allowances. But the concession made by the trust in the matter of dutiable sugar and the sending here in a week of 20,000 tons of the Java sugar, whereas in three years' time it had brought here but 17,000 tons, is regarded as a sure sign that the trust is aware of the determined character of the fight which is being made against the allowances.

## HAWAIIAN SOUVENIRS FOR THE SHRINERS

Jas. A. McCandless is now at work designing a Hawaiian souvenir for the Shriners' convention, to be held in June of this year at Louisville, Kentucky, a souvenir which he thinks will be even more sought after by the knights of the fez than was the Aloha Shiner's coconut head at St. Paul. This year the souvenir is to be a coconut match holder, made of the nut itself half embedded in the fiber husk. Across the polished face of the nut will be painted the name of the Aloha Shrine, under the name being the golden semitar and the scarlet fez. These match holders are to be turned out by the thousands for Brother McCandless to take with him on his Louisville trip, at which he will represent the Honolulu Shrine. At St. Paul there was a great scramble for the Shiner heads, the door of Mr. McCandless' room in his hotel apartments being broken down in the rush.

## LOOK AFTER YOUR HEALTH

If you have a cough, cure it. A cough is a symptom of more serious trouble. Chamberlain's Cough Remedy is the best obtainable and you need have no hesitancy in using it as it contains nothing injurious. For sale by all dealers. Benson, Smith & Co., Agents for Hawaii.

Captain Max Schlemmer has applied for a new lease for Laysan Island, as he contemplates many improvements there in the near future and would not feel justified in going ahead with them unless he has the island for a long term of years. His present lease expires in March, 1910.

Mouldings for picture framing just in—a large stock of them ordered for Christmas trade. Mouldings in gold, black, brown, green, cherry, mahogany, and the new green gold. Honolulu Photo Supply Co.

## CITY AUDITOR IN MAELSTROM

There may be trouble ahead for County Auditor Bicknell because of the opinion of County Attorney Cathcart, that all garnishees of employees of the county lapsed at 12 o'clock noon, Monday, January 4. That opinion was to the effect that all pending garnishments became null and void with the ending of the official existence of the County of Oahu.

However, attorneys prepared new garnishee papers on employees holding over and filed them as soon as possible after learning of this disposition of the old garnishee cases.

Attorneys have intimated to the County Auditor that they may take the matter into the courts to determine whether or not the County Attorney's opinion is valid.

## WEATHER REPORT.

U. S. DEPARTMENT OF AGRICULTURE, WEATHER BUREAU.

## Monthly Meteorological Summary.

Station, Honolulu, T. H.; Month December, 1908.

Date	Max.	Min.	Mean	Direction	Char'ter of day
1.....	78	70	74	T	Cloudy
2.....	79	71	75	...	Pt. Cldy.
3.....	78	70	74	...	Pt. Cldy.
4.....	78	70	74	T	Clear
5.....	79	69	74	...	Clear
6.....	79	71	75	...	Pt. Cldy.
7.....	78	72	75	...	Pt. Cldy.
8.....	78	69	74	...	Pt. Cldy.
9.....	79	69	74	...	Cloudy
10.....	78	72	75	...	Pt. Cldy.
11.....	78	68	73	T	Clear
12.....	77	70	74	...	Pt. Cldy.
13.....	76	71	74	...	Pt. Cldy.
14.....	78	68	73	T	Pt. Cldy.
15.....	79	68	74	...	Clear
16.....	78	69	74	...	Pt. Cldy.
17.....	77	68	72	T	Pt. Cldy.
18.....	77	63	70	...	Pt. Cldy.
19.....	76	64	70	...	Pt. Cldy.
20.....	74	64	69	...	Pt. Cldy.
21.....	76	68	72	...	Pt. Cldy.
22.....	76	67	72	T	Pt. Cldy.
23.....	77	68	72	...	Pt. Cldy.
24.....	75	63	69	...	Pt. Cldy.
25.....	70	61	66	...	Pt. Cldy.
26.....	70	61	66	...	Pt. Cldy.
27.....	77	61	68	...	Pt. Cldy.
28.....	76	66	71	T	Pt. Cldy.
29.....	76	67	72	...	Pt. Cldy.
30.....	74	66	70	...	Pt. Cldy.
31.....	74	62	68	...	Cloudy

Mean, 76.5; 67.3; 71.9; 2.68

## "In inches and hundredths.

Atmospheric Pressure.  
(Reduced to sea level; inches and hundredths.)

Mean, 30.10; highest, 30.28, date 11th; lowest, 29.96, date 1st.

## Temperature.

Highest, 79, date 9th; lowest, 61, date 27th.

Greatest daily range, 14, date 18th.

Least daily range, 5, date 13th.

Mean for this month in 1890, 72; 1891, 74; 1892, 71; 1893, 71; 1894, 71; 1895, 72; 1896, 74; 1897, 72; 1898, 71; 1899, 73; 1900, 72; 1901, 72; 1902, 71; 1903, 73; 1904, 72; 1905, 72; 1906, 73; 1907, 74; 1908, 72.

Mean of this month for 19 years, 72.3.

Absolute maximum for this month for 19 years, 84.

Absolute minimum for this month for 19 years, 55.

Average daily deficiency of this month as compared with mean of 19 years, 0.4.

Accumulated deficiency since January 1, 115.

Average daily deficiency since January 1, 0.3.

## Precipitation.

Total this month, 2.69.

Greatest precipitation in 24 hours, 1.23, date 19th-20th.

Total precipitation this month in 1877, 2.34; 1878, 1.79; 1879, 8.86; 1880, 1.46; 1881, 6.12; 1882, 2.14; 1883, 4.17; 1884, 3.90; 1885, 2.52; 1886, 4.52; 1887, 7.11; 1888, 1.17; 1889, 5.55; 1890, 1.30; 1891, 2.31; 1892, 4.26; 1893, 1.58; 1904, 3.13; 1905, 2.85; 1906, 10.02; 1907, 2.00; 1908, 2.68.

Average for this month for 22 years, 3.72.

Deficiency of this month as compared with average of 22 years, 1.04.

Accumulated deficiency since January 1, 10.38.

## Wind.

Prevailing direction, N.E.; total movement, 7666 miles; average hourly velocity, 10.3; maximum velocity (for five minutes), 31 miles per hour, from N.E. on the 25th.

Average relative humidity, 68.5 per cent.

## Weather.

Number of days: Clear, 4; partly cloudy, 24; cloudy, 3; on which .01 inch, or more, of precipitation occurred, 13.

## Dates of Miscellaneous Phenomena.

Auroras, none; halos, solar, 22th; lunar, 28th, 31st.

Note.—"T" indicates trace of precipitation.

WM. B. STOCKMAN,  
Section Director, Weather Bureau.

## HAVE YOU SEEN THIS MAN WHO IS WANTED IN DENVER?



MARK G. WOODRUFF  
Fugitive, Former Register State Land Board of Colorado, Believed to Be in Honolulu.

Denver Times, Dec. 10.—Mark G. Woodruff, register of the state land board during the administrations of Governors Peabody and MacDonald, is now sojourning in Honolulu, where he is kept informed of conditions and changes in Colorado, and, in addition, is being supplied with money by his former friends, the "men higher up."

Insinuations, amounting almost to charges, have been circulated against the public officials who constituted the land board while Woodruff was register. According to one of the present officials in the land board, the persons who are sending advice to Woodruff are the land grafters who used him and who are fearful of their own safety if he should return. Hiding securely behind Woodruff's absence these erstwhile accomplices of the fugitive are loud in their denunciations of him, and lead

in the hue and cry for his extradition and prosecution.

"Some persons here in Denver are in communication with Woodruff, of that we are certain," said Register John F. Vivian.

"Every time we have gotten a clew as to his whereabouts he has flown. A short time ago Governor MacDonald told me he was in Pendleton, Ore. I informed the sheriff's office and the fact got into the papers. Woodruff promptly changed his residence.

"Yesterday I learned he was in Honolulu."

After Woodruff's removal from the land office, investigation indicated that he had been involved in numerous shady transactions.

Efforts to find Mr. Woodruff here have so far proved fruitless.

## CLEM K. QUINN NOT GUILTY OF CONTEMPT

In the case of Mrs. Nora Maguire vs. C. K. Quinn, replevin suit, the defendant was discharged by the circuit court judge yesterday. In this case, which came up originally in the district court, Attorney Quinn had papers of Mrs.

Maguire, held by him in his capacity of legal adviser. In the lower court action the magistrate issued a subpoena duces tecum, requiring him to produce the papers in question in court. Upon the attorney's failure to produce them he was cited for contempt of court. He was discharged in the upper court on the ground that the district magistrate had no authority to issue a subpoena duces tecum and no jurisdiction to punish for contempt of court.

He was discharged in the upper court on the ground that the district magistrate had no authority to issue a subpoena duces tecum and no jurisdiction to punish for contempt of court. An attorney for failing to produce papers under a subpoena, because he had a lien on them.

A Federal employe is said to have been the discoverer of a vein of gold-bearing rock in the crater of Diamond Head. It is probably iron pyrites.